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the calendar year ending December 31, 1918. (Ottawa: Mines Branch. 1920. Pp. 225.)

Yearbook of the Department of Agriculture, 1918. (Washington: Supt. Docs. 1920. Pp. 822. 85c.)

Manufacturing Industries

NEW BOOKS

COOKE, M. L., editor. *Modern manufacturing, a partnership of idealism and commonsense.* (Philadelphia: Am. Acad. Pol. & Soc. Sci. 1919. Pp. xix, 324. \$1.)

MAYER, C. *L'industrie chimique aux Etats-Unis.* (Paris: Dunod. 1920. Pp. 291.)

The paper box making industry in Philadelphia. (Philadelphia: Chamber of Commerce, Educational Committee. 1920. Pp. 14.)

Transportation and Communication

NEW BOOKS

D'AVENEL, G. *L'évolution des moyens de transport.* (Paris: Flammarion. 1919. 7 fr.)

DAVIS, W. W. *The railroad problem. A suggestion.* (New York: Putnam's. 1920. Pp. 128.)

The plan of railway reorganization here presented was submitted by the author during 1919 to the Senate and House committees on interstate commerce. The volume consists of an introductory discussion of sixteen reorganization principles which the author regards as important to be carried out; a brief synopsis of the plan proposed by him for making those principles effective; an argument for the plan; and a carefully drafted outline of 19 articles which can be expanded into a legislative bill with slight revision.

The plan provides for a National Railway Company which shall purchase securities of existing interstate railroads by the issue of its own stock. This corporation is to be supervised by a board of directors of twenty-five persons, six of whom shall represent the government, the remaining nineteen being elected by the stockholders. Operations proper are to be conducted by separate subsidiary managements or subordinate regional railways, which shall provide a number of balanced railway systems in competition with each other. Each regional railway shall keep its own accounts, and bonuses are to be distributed to the employees and registered stockholders of such railways as show "the greatest zeal and interest as reflected in the profits." There shall be a secretary of transportation representing the small stockholders, the shippers, and the public generally, and the Interstate Commerce Commission is retained with many of its supervisory powers over rates, operating practices, and the like.

J. H. PARMELEE.

MORRIS, R. *Railroad administration.* (New York: Appleton. 1920.)

OLDHAM, J. E. *A comprehensive plan for railroad consolidation.* (Washington: Nation's Business. 1920. Pp. 31, maps 14.)

PESCHARD, M. *Les chemins de fer pendant la guerre de 1914-1918.* (Paris: Dunod. 1920. Pp. 356. 18 fr.)

PHELPS, E. M., compiler. *American merchant marine. Selected articles.* Debaters' handbook series. (New York: H. W. Wilson Co. 1920. Pp. 344. \$1.50.)

Second edition, originally published in 1916, adding about 150 pages. The volume opens with a brief: "That the United States Government should own and operate a merchant marine," covering for the affirmative and negative eight pages. There is a bibliography of nearly 20 pages. The reprinted articles support the opposing sides of the brief, and in addition there are seven articles on "American crews for American ships."

REA, S. *Progress or paralysis for 1920. An address delivered before the Detroit Real Estate Board.* (Philadelphia: Penn. R. R. 1920. Pp. 25.)

SAX, E. *Die Verkehrsmittel in Volks- und Staatswirtschaft.* Second revised edition, Vol. I, *Allgemeine Verkehrslehre.* (Berlin: Springer. 1918. Pp. x, 198. 10 M.)

The first edition of this work appeared in two volumes in 1878 and 1879 (Vienna). The first volume dealt with general principles, land and water transportation, and the post and telegraph. The second volume was devoted to railroads. In this second edition the author, after a lapse of forty years, has expanded the two volumes, into three, of which the first, now before us, is devoted to the general theory of transportation. The second volume is to include the remainder of the subjects formerly appearing in the first volume, and the third volume is to deal especially with railroads.

Although completely rewritten, the new treatment of the general theory of transportation follows in its main topics those of the first edition. There are two chapters, the first dealing with the economic significance and the nature of "means of intercourse" in general, and the second with means of intercourse as objects of social economy.

The exposition of the nature of transportation is thorough and complete. To an American mind it sometimes approaches the elaboration of the obvious. Thus a whole page is used to explain that there are three elements to be considered—the way, the vehicle, and the motor, and that beasts of burden are to be regarded as at the same time vehicle and motor.

The treatment of the relation between volume of traffic and cost is more detailed than in the first edition. The author regards as substantially correct the paradox that, in transportation, costs do not determine prices, but prices determine costs. He admits, how-

ever, that this is to be taken *cum grano salis*. While he regards as theoretically unsound the attempt to base rates on average costs, he recognizes that a computation of the average cost of transportation may serve a useful purpose, as, for example, for statistical comparisons. He makes no mention of the newer attempts in this direction in the United States.

The treatment of the relation of transportation agencies to social economy establishes clearly the fact that the interest of society is paramount. It will throw little light specifically on the great question recently much discussed in the United States as to what form of operation and control of railroads is the most advisable. The author leaves off where the debate in this country now begins, that is, with the proposition that we must choose between government operation or some form of regulated private operation. The choice he thinks will depend on the circumstances in each country and epoch. In the third volume we may expect a more detailed discussion of the controversy regarding the public and private operation of railroads.

M. O. LORENZ.

VAN METRE, T. W., editor. *Railroad legislation. Proceedings of the Academy of Political Science in the City of New York, November 21-22, 1919.* (New York: The Academy, Columbia University. 1920. Pp. 268.)

Like most similar collections, this symposium contains much that is valuable, together with some material that was hardly worth printing. Indeed, the reader is tempted to wonder why the editor did not risk the use of his blue pencil in the interests of conservatism. As a whole, however, the collection is a noteworthy one. Thirty-four contributors are represented, ranging all the way from college professors, congressmen, government officials, railway officers, and railway labor leaders, to lawyers, engineers, and other spokesmen for the general public. Attention is concentrated, of course, on the railway bills before Congress and on other aspects of railway legislation, but considerable attention is also directed toward the general subjects of railway regulation, credit, government ownership, and the labor situation. The volume contains two interesting charts by Richard Waterman, one comparing the more important railway reorganization plans laid before Congress, the other digesting the Cummins and Esch bills in parallel columns.

J. H. P.

WILCOX, D. F. *Transit problems of New York City.* (New York: Author. 1919. Pp. 28.)

The report was prepared by Dr. Wilcox and is signed by thirty-four other men prominent in the municipal affairs of the city of New York. Its purpose was to present for public discussion the traction problem, which has been reaching a crisis in the city, and wide publicity was given it in the daily press.

In the introduction, Dr. Wilcox discusses the importance of street

railway service and emphasizes that in a huge city like New York, transportation must not be subject to interruption, whatever the circumstances. While up to the present, operation has been conducted altogether by private companies, it now faces great difficulties, following the increases in wages and the cost of materials and supplies. Sixteen points of difficulty are presented, each sufficiently serious by itself. Perhaps the chief point is the 5-cent fare, which is not only firmly fixed in the psychology of the riding public but has been deeply lodged both in the legislative policy of the state and in the municipal purposes of the city.

Another fundamental difficulty is the competitive character of the existing street railway operating systems. The same rate of fare must practically be maintained on all the lines operating in the city. But this means that a uniform increase in fare would certainly give too much relief to some companies and not enough to others; while a varied increase would result in shifting traffic between the competing companies so as to defeat the desired benefits from being realized. Relief through the adoption of a uniform flexible fare requires complete unification of street railway facilities within the city; such unification does not obtain in New York and can hardly be established under private operation.

Dr. Wilcox seems to believe firmly that municipal ownership and operation of street railways is the solution of the New York traction problem. He clearly realizes, however, that this solution would involve and create difficulties of its own. He sets forth twelve points—some legal, others financial, and the rest political. The chief legal difficulty is the debt limit of the city, which would make the financing of the municipal purchase all but impossible. The danger of political control is perhaps the most frequent and most important argument presented against municipal ownership and operation. The author admits the danger, but hardly shows the way to avoid it, apparently relying upon the necessity of keeping politics out of control if municipal ownership and operation are undertaken.

JOHN BAUER.

Wood, F. J. *The turnpikes of New England.* (Boston: Marshall Jones Co. 1919. Pp. 461. \$10.)

Federal railroad act of 1920. (New York: Mechanics & Metals National Bank. 1920. Pp. 62.)

List of references on shipping and shipbuilding. (Washington: Library of Congress. 1919. Pp. 303. 40c.)

A preliminary abstract of statistics of common carriers for the year ended December 31, 1918. (Washington: Interstate Commerce Commission. 1920. Pp. 152.)